

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH RESERVES IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,679

號八月二年七零百九千一英

HONGKONG, FRIDAY, FEBRUARY 8, 1907.

日六廿月二十年午戊

PRICE, \$8.00 Per Month

Intimations.

WHO'S WHO IN THE FAR EAST.

THE ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price \$10.
FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—
S. QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, July 10, 1903.

WANTED.

BY JOURNALIST, concluding agreement in April next, POSITION as REPORTER, in Hongkong or any part of the Far East.
Further particulars from
Care of 'CHINA MAIL' Office,
Hongkong, January 28, 1907. 185

SITUATION WANTED.

SHIP PLATER, BOILER MAKER and CONSTRUCTIONAL ENGINEER (Practical) OPEN FOR ENGAGEMENT. 16 years with the first firms on the Clyde and Lagan, 24 years at the Construction of the Forth Bridge. 5 years' experience in the East.
JAMES WILSON,
c/o Engineers Association,
Singapore.
Hongkong, February 4, 1907. 242

BOARD AND LODGING.

FOR ONE OR TWO GENTLEMEN, in KOWLOON, Bachelor establishment. Apply to
Care of 'CHINA MAIL' Office,
Hongkong, February 4, 1907. 237

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

(FIRE AND MARINE INSURANCE COMPANY). THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates. LUTGENS, EISENMAN & Co., Agents.
Hongkong, January 1, 1907. 12

A. LING & CO.,
FURNITURE STORE
HAVE THIS DAY
MOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
Next to
(KOH'S AND KONG'S).
Hongkong, February 1, 1907. 223

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have on the 18th day of December, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks, viz.:—
1. A picture of a Mill.
2. A picture of a Fir Tree and the words 'FIR TREE.'
3. Two plates of Chinese axes.
4. A picture of a Boat surrounded by wheat and the words 'TAR FORT.'
In the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the sole proprietors thereof.
The Trade Marks are intended to be used by the Applicants in respect of the following goods respectively, in the following classes respectively, viz.:—
Class 42 in respect of Flour.
A facsimile of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, or at the Office of the Under-Signed.
Dated the 8th day of January, 1907.
HASTINGS & HASTINGS,
Solicitors for the Applicants,
33, Queen's Road Central.

WAVERLEY HOUSE.
PRIVATE HOTEL.
188, MAIN STREET,
Yokohama.

FIRST-CLASS Accommodation and Cuisine. Moderate Tariff, from yen 60 per month. Special terms quoted for Families or permanent guests.
January 21, 1907. 185

Business Notices.

THE PULSOMETER ENGINEERING CO., LD., LONDON.

PULSOMETER
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO.,**
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,388 tons, Captain H. D. Jones.
s.s. POWAN, 2,388 tons, Captain W. A. Valentine.
s.s. FATHAN, 2,500 tons, Captain R. Branch.
s.s. KINSHAN, 1,996 tons, Captain J. J. Leach.
s.s. BEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 9 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain T. Hamlin.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and at 1 p.m. from Company's Wharf.

Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays at 8 a.m. and 3 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 2,19 tons, Captain E. H. Granger.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation, and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

HONGKONG, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL PRESENT

A FAROICAL COMEDY.

ENTITLED

'FACING THE MUSIC.'

BY

CHARLES HENRY DARNLEY.

ON

FRIDAY, 15th FEBRUARY, 1907.

SATURDAY, 16th "

MONDAY, 18th "

at 9 P.M.

PRICES... .. \$3, \$2, \$1.

Sailors and Sailors in Uniform Half Price to Pits, Stalls and F.P.

A Booking Office at the ROBINSON PLANO Co., open on and after MONDAY, the 11th February, 1907, at 10 A.M.

Hongkong, February 4, 1907. 238

THEATRE ROYAL CITY HALL.

UNDER THE Distinguished Patronage of H. E. THE GOVERNOR.

THE

ST. GEORGE'S A.D.C.

Will Reproduce, by Special Request, and partly in aid of the Hongkong Benevolent Society, the Amusing Farce

'ARE YOU A MASON?'

on

TUESDAY & WEDNESDAY,

the 19th and 20th February,

at 9 P.M.

Box Plan now Open at ROBINSON PLANO Co., Ltd.

PRICES... .. \$3, \$2, \$1.

Sailors and Sailors in Uniform Half-Price.

Special Late Trains to the Peak.

Doors Open at 8.30 Commence at 9 P.M.

Hongkong, February 6, 1907. 253

SEE WOO

TAILOR, DRAFTER AND

OUTFITTER.

HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL.

Hongkong, January 26, 1907. 191

THE GOVERNMENT OF THE PHILIPPINE ISLANDS, OFFICE OF THE SECRETARY OF COMMERCE AND POLICE.

MANILA, P.I., January 25, 1907.

SEALED OFFERS to purchase from the Government of the Philippine Islands the Cutter BALABAO, now lying at Engineer Island, Manila, P.I., will be received at this Office until 4 p.m., on the 14th day of FEBRUARY, 1907, and then publicly opened. The parties making written offers are invited to be present at the opening of said offers. All offers must be accompanied by Cash or a certified Check for Pones 5,000 as evidence of good faith, and the envelope containing said offer should be plainly indorsed on the outside 'Offer for the Purchase of the Cutter Balabao.'

The Balabao is a single-masted, composite, sea-going vessel, 148 feet in length over all, beam 25 feet; depth moulded 11 ft. 9 in.; draft moulded 9 ft. 6 in.; gross tonnage 411; net tonnage 297; speed 12 knots; L.H.P. 500; coal capacity 75 tons; built at Shanghai by Messrs S.O. FARNHAM, Boyd & Co., and delivered by them at Manila, on December 10, 1902. She has a compound surface condensing engine-working pressure of 120 lbs. per square inch; two masts; dynamo and engine; evaporator and distilling plant; steam winches and cargo hoisting gear; awnings and sails; and all that pertains to a modern steam vessel, being well-constructed and in excellent condition and ready to put into commission at once.

Twenty-five per cent of the purchase price must be paid within five days after the acceptance of the successful offer and the balance within five days thereafter or before delivery of vessel.

The vessel may be inspected at Engineer Island, Manila, P.I., and further information will be given upon application to the Director of Navigation.

The undersigned reserves the right to reject any or all offers and to waive any defects.

W. CAMERON FORBES,
Secretary of Commerce and Police.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 29, 1907. 196

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY the 4th to the 14th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 29, 1907. 197

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOMAS T. ROSE,
Secretary.

Hongkong, February 1, 1907. 215

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Chief Manager.

Hongkong, January 29, 1907. 197

Business Notices.

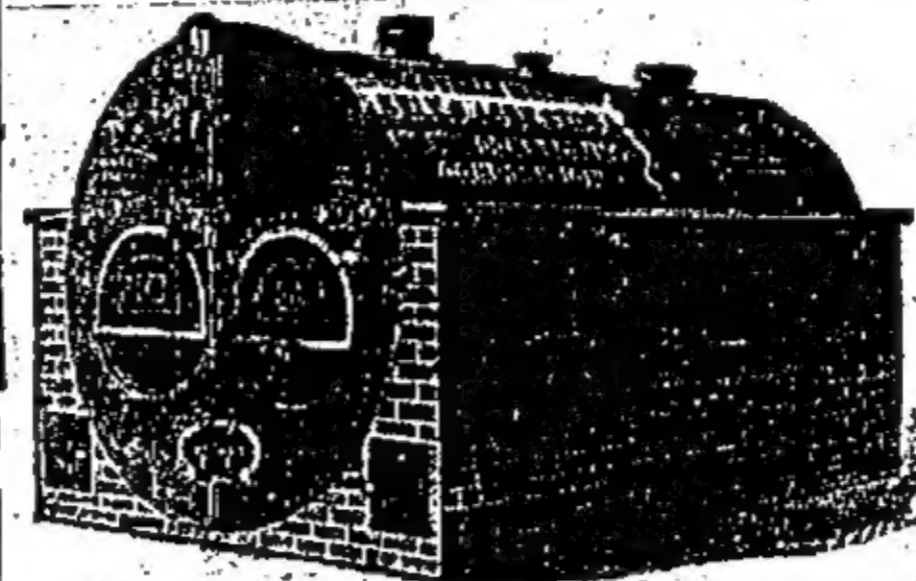
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO. STOCKTAKING SALE

FEBRUARY 6th to 16th.

Great Reductions for Cash Only

IN THE

GENTLEMEN'S OUTFITTING,
HARDWARE, FURNISHING

AND

LADIES' DEPARTMENTS.

LANE, CRAWFORD & CO.

Hongkong, February 4, 1907. 2040

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, ALKASANA Building, Des Vœux Road Central, on SATURDAY, 9th February, 1907, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 8th to 18th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, January 29, 1907. 192

HONGKONG ICE COMPANY, LTD.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers, at 11.30 A.M., on MONDAY, 18th February, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 2, 1907. 228

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'GARMICHAEL,' HONGKONG.

A. B. C. Code, 4th Edition.

1 Code.

Labour's Standard Code.

TELEPHONE, 232. 58

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL Funds at 31st December, 1906, £17,837,118.

Authorized Capital £2,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,750,000

Reserve Funds £3,385,750 19 8

Life & Annuity Funds £1,715,408 19 10

Revenues Fire Branch £17,837,118 3 1

Life & Annuity £2,081,044 19 8

Branches £1,715,408 19 10

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,
Agents.

1907

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, Wyndham Street.

Price \$1.00

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2855.

RACES 1907.

FAIRALL & CO.

are showing

ON MONDAY, JANUARY 14th

A NEW CONSIGNMENT OF

MILLINERY, DRESS GOODS,

COATS, FUR & FEATHER BOAS,

etc., etc., etc.

New Novelties for the Race Season in all Depts.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

H. HAYNES, Manager.

2197

HOTEL BALTIMORE LATE HOTEL AMERICA.

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER. 4151

THE

Intimations.

G. FALCONER & Co.

WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LOMB STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDING, 108 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malmour, Kure, Shimoda, Moji, Waka-
matsu, Kanbun, Nagasaki, Kuching, Speke, Malacca, Moka, Hakodate,
Taipei, etc.


Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kansai, Kyushu, Manchuria, Mongolia,
China, Siam, Szechuan, Tonkin, Yunnan, and other
Coals.

M. KOBAYASHI, Manager, Hongkong.

Hongkong, January 24, 1907.

ALL THAT IS NEEDED
TO APPLY



RUBEROID ROOFING

15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.

LIGHT-COOL AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES
TO THE SOLE AGENTS:

**THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.**
DODWELL & CO., LD.,
General Managers.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

**DINNEFORD'S
MAGNESIA**

Safest and most
Effective Agent
for
Regular Use.

Why drink other beverages
when in Van Houten's Cocoa
you have an enjoyable beverage
which not only stimulates but
also invigorates.

"A perfect beverage, combining
Strength, Purity and Solubility."

Medical Annual.

van Houten's

A Cocoa you can Enjoy.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)COAL DEPARTMENT
MARUNO-UCHI, TOKYO.CABLE ADDRESS: "IWASAKI"
Which applies to all Branch Offices.All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.BRANCH OFFICES:
NAGASAKI, MOJI, KURE, KATSUMI,
SHANAGI, HONKONG AND HANKOW.AGENCIES:
YOKOHAMA: M. ARADA, Esq.
CHINKING: Messrs. CHINKING & Co.
MANILA: Messrs. MACDONALD & Co.SOLE PROPRIETORS of Takasima,
Ochi, Shinow, Nambu and Kani-
Yama Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.The Head and Branch Offices and the
Agency of the Company will receive any
order for Coal produced from the above
Collieries.T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.

Hongkong, April 24, 1906.

DISIN-
FECTO-
RJ. EYES
FLUIDSOLE AGENTS:
W. G. HUMPHREYS & CO.,
BANK BUILDINGS,
Hongkong, May 18, 1906.HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
(IN LIQUIDATION)

TIME TABLE

WEEK DAYS

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.

NIGHT CARS

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15
p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS

Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, August 27, 1906.

HOMOGENEOUS
NATURAL MILK.REMARKABLE PROGRESS IN THE ART OF
PRESERVING MILK.PURE NATURAL COWS MILK
PRESERVES ITS GOOD TASTE IN ANY CLIMATE.BEST MILK IN THE MARKET
FOR
INFANTS AND INVALIDS.CASE OF 24/1 Liter Tins
4/6
4/6
4/6Sole Agent
EAST ASIATIC TRADING CO.,
HONGKONG.

Hongkong, July 14, 1906.

FOR SALE

BRICK AND STONE BUNGALOW, at
the PARK, called
"THE HAYSTACK"
with about 9 Acres of Ground attached.
Built on Farm Estate No. 60 & 61.
For Particulars, apply to
J. K. MOSS,
Care of Alex. Ross & Co.,
4, Des Voeux Road Central.

London, January 15, 1907.

LATE TELEGRAMS

THE IRISH SPLIT.

AUCKLAND, January 8.

Questioned regarding Mr. O'Brien's
reference to Home Rule, Mr. Devlin, M.P.,
says he cannot understand so much atten-
tion being paid to Mr. O'Brien, as the latter
is considered a spent force. Mr. O'Brien
had no right to speak for the Irish Party,
of which he was no longer a member. Mr.
Devlin contends that the party he repre-
sents stands for the policy outlined by Mr.
Gladstone in 1885, and is absolutely
united. Mr. O'Brien and two others were
the only ones not now connected with the
Irish party out of the 68 it formerly com-
prised.

LONDON, Jan. 11.

Mr. Wm. O'Brien, in the House of Com-
mons, in the course of an interview,
yesterday, with regard to the split in the
Irish Parliamentary Party, said that Mr.
Joseph Devlin, M.P., had deferred the
matter of defining him until his collection in
Australia had been completed.Mr. D. D. Sheehan, M.P. (Mid Cork),
and Mr. John O'Donnell, M.P. (Mayo
South), said, said Mr. O'Brien, been expell-
ed without any form of trial, and without
the Party having been consulted. The
effect of this on public opinion was that
South-East Cork, West Cork, East Kerry,
and South Mayo openly sided with Mid
Cork.Mr. O'Brien declared that the Irish Party
was only kept alive by American and
Australian subscriptions, which were con-
tributed under a total misapprehension of
the situation. The United Irish League
was dying on its legs, and the administration
of its funds would now be investigated
by means of the legal action brought
against the Irish Party by Messrs. D. D.
Sheehan and John O'Donnell, M.P.s.Regarding J. T. Donovan, who is accom-
panying Mr. Devlin, M.P., on his tour of
Australia, Mr. O'Brien said his remarks
were undeserving of notice in Ireland,
where he was quite unknown outside two
wards in Belfast.

LATE TELEGRAMS

THE IRISH SPLIT.

AUCKLAND, January 8.

Questioned regarding Mr. O'Brien's
reference to Home Rule, Mr. Devlin, M.P.,
says he cannot understand so much atten-
tion being paid to Mr. O'Brien, as the latter
is considered a spent force. Mr. O'Brien
had no right to speak for the Irish Party,
of which he was no longer a member. Mr.
Devlin contends that the party he repre-
sents stands for the policy outlined by Mr.
Gladstone in 1885, and is absolutely
united. Mr. O'Brien and two others were
the only ones not now connected with the
Irish party out of the 68 it formerly com-
prised.

LONDON, Jan. 11.

Mr. Wm. O'Brien, in the House of Com-
mons, in the course of an interview,
yesterday, with regard to the split in the
Irish Parliamentary Party, said that Mr.
Joseph Devlin, M.P., had deferred the
matter of defining him until his collection in
Australia had been completed.Mr. D. D. Sheehan, M.P. (Mid Cork),
and Mr. John O'Donnell, M.P. (Mayo
South), said, said Mr. O'Brien, been expell-
ed without any form of trial, and without
the Party having been consulted. The
effect of this on public opinion was that
South-East Cork, West Cork, East Kerry,
and South Mayo openly sided with Mid
Cork.Mr. O'Brien declared that the Irish Party
was only kept alive by American and
Australian subscriptions, which were con-
tributed under a total misapprehension of
the situation. The United Irish League
was dying on its legs, and the administration
of its funds would now be investigated
by means of the legal action brought
against the Irish Party by Messrs. D. D.
Sheehan and John O'Donnell, M.P.s.Regarding J. T. Donovan, who is accom-
panying Mr. Devlin, M.P., on his tour of
Australia, Mr. O'Brien said his remarks
were undeserving of notice in Ireland,
where he was quite unknown outside two
wards in Belfast.

RIOT IN MEXICO.

LONDON, January 10.

The textile operatives in the factories at
Orizaba, Mexico, struck work and re-
jected an award which was made by President
Diaz. They subsequently rioted, and
dedicated to dispersing the military were
called out to quell the disturbance, and in
a conflict which ensued they killed 20 of
the operatives and wounded many others.

WAR AGAINST THE TRUSTS.

LONDON, January 7.

The Interstate Commerce Commission,
which is taking evidence in the United
States, has elicited information concerning
the immense power held by capitalists over
the railways.The commission learned at New York
that the unlimited powers enjoyed by Mr.
E. H. Harriman, president of the Union
Pacific Railroad Company, and president
or director of a score of other railway com-
panies, enabled him to purchase vast
quantities of stock in other railways, and
use as he liked the enormous funds under
his control. He was able, it was said, to
purchase other railway stock to the value
of \$20,000,000 sterling.

JUVENILE ATROCITIES.

LONDON, January 6.

Three boys, of whom the oldest is only
thirteen years of age, have confessed to the
robbery and burning of several State school
buildings in the Essex parish of Waltham-
stow.The damage caused by the three juvenile
offenders has been estimated at £12,000.

THE SAN FRANCISCO FIRE.

LONDON, January 7.

The Supreme Court of California has up-
held the contention of the Williamsburg
City Insurance Company that the latter
has not liable for fire loss attributable to
the recent earthquake.

THE PEACE CONFERENCE.

LONDON, January 10.

The Triple Alliance, the parties to which
are Germany, Austria, and Italy, has de-
cided to take combined action at the forth-
coming "International" Peace Conference at
The Hague.

ORANGE RIVER COLONY.

LONDON, January 11.

In the interests of the Orange River
Colony His Majesty the King has asked Sir
J. G. G. Adams to remain in the position
of Lieutenant-Governor of the Colony after
the granting of Responsible Government.The announcement of His Majesty's request
has been received with enthusiasm at
Bloemfontein.

SCOTTISH UNIVERSITIES.

LONDON, January 12.

Mr. Archibald, Chancellor of the Exchequer,
and Mr. Haldane, Secretary for War, have
been installed Lord Rectors of Glasgow,
and Edinburgh Universities respectively.

OBITUARY.

LONDON, January 23.

Sir Francis Evans is dead.

(Sir Francis Henry Evans, 1st Bt., or,
1809; E.C.M.G., or, 1885; Director of the
Thames and Mersey Marine Insurance
Company and of the International Sleeping
Car Company; a partner in the firm of
Messrs. Donald Currie & Co., Managers of
the Union-Castle Co.; b. 1840; married
Marie, daughter of the late Hon. Samuel
Stevens, Albany, N.Y., 1872. Educated at
Manchester New College; Newview,
Banker, 1870-84; M.P. (L.) Southampton,
1886-1900 (and previously); Maidstone,
1901-2. Address: 40 Grosvenor Place,
S.W.; "Rubbensden, Orpington, Kent;
Club: Reform.)

LONDON, January 24.

The death is announced of Lord Field.

LONDON, January 21.

The death is announced of the Italian
ex-Premier, Signor Saraceni.

FOR SALE

BRICK AND STONE BUNGALOW, at
the PARK, called
"THE HAYSTACK"
with about 9 Acres of Ground attached.
Built on Farm Estate No. 60 & 61.
For Particulars, apply to
J. K. MOSS,
Care of Alex. Ross & Co.,
4, Des Voeux Road Central.

London, January 15, 1907.

FENNINGS'

For the Prevention and Cure of
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/12 each, with full directions.

No Resident in Tropical Countries should be without this
invaluable Medicine, the timely use of which has saved
thousands of lives.ALFRED FENNINGS, Cowes,
England.

CURER!

THE DRINK of the HOMETOWN

Age and
Quality
GuaranteedASK FOR
WATSON'S
No. 10
DUNDEE WHISKYSupreme
among
Scotch
WhiskiesJAMES
WATSON
& Co. Ltd.,
DUNDEE.Supplied
by
WATKINS Ltd.
Apothecaries
Hall,
HONG KONG.

And Known all the World round.

VICHY

The genuine
mineral
water of
VICHY
BE CAREFUL TO NAME WHICH SPRINGVICHY CELESTINS
VICHY GRANDE-GRILLE
VICHY HOPITAL

LOZENGES - SALTS - COMPRIMES VICHY-ETAT

BICYCLE ROAD RACE!

BICYCLE ROAD RACE!

1ST PRIZE—A NEW MARICAN BICYCLE, valued at
\$125.00.2ND PRIZE—ONE PAIR OF 1ST GRADE DUNLOP TYRES.
All with 12 months' guarantee.PRIZES PRESENTED BY
MR. S. A. MARICAN,
DRAGON CYCLE DEPOT.UNDER the auspices of the Dragon Cycle Depot a BICYCLE ROAD RACE from
Litcher Kok Pass, near Cosmopolitan Dock, Kowloon, to Taipei and back, covering
a distance of about 36 miles, will be held on the first day of the Chinese New Year,
WEDNESDAY, February 13th.All cyclists invited to enter.
Entrance fee, \$3.00. Rules and Conditions may be seen at the Office of the
Dragon Cycle Depot. Entries close MONDAY, February 12th, at 8 p.m.

Hongkong, January 29, 1907.

HO LOWAY'S

OINTMENT

Is an unfailing Cure

For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts,AND
EVERY FORM OF SKIN DISEASE.Manufactured only at
70, New Oxford Street, London. Sold by all Medicine Dealers.

USE ONLY & USE ALWAYS

ATKINSON'S

A LUXURIOUS PERFUME

IN HEALTH.

A NECESSARY
RESTORATIVE
IN SICKNESS.Far Superior
to the
German Kinds.

EAU DE COLOGNE

A RAMBLE THROUGH SOUTHERN
FORMOSA:

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life
yet written.Price... 50 Cents.
China Mail Office, 5, Wyndham Street,
Hongkong.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,SATURDAY,
the 9th February, 1907, at 11 a.m., at
their Sales Room, No. 8, Des Voeux
Road, Corner of Lee House Street,—A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
SIXTIES, PICTURES, MAGNETONES,
HATS, CLOCKS, UNDERWEAR, BILLIARD
BALLS;Also
VALUABLE GOLD CHRONOMETER WATCH
by Yates, Liverpool;And
A QUANTITY OF ENGLISH GOLD WATCHES,
DIAMOND RINGS, CHAINS, &c., &c., &c.Terms—As usual.
HUGHES & HUGHES,
Auctioneers.

Hongkong, February 7, 1907.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. F. LAMBERT has received
instructions to sell by Public Auction,
ONMONDAY,
the 18th day of February, 1907, at 3 p.m.,
at his Sale Rooms No. 3, Duddell
Street, Victoria, Hongkong.The following—
VALUABLE LEASEHOLD
PROPERTIES
situate at Kowloon, in the Colony of
Hongkong, viz:—1. All that piece or parcel of ground
situate at Kowloon in the Colony of Hong-
kong, containing an area of 10,000 square
feet or thereabouts and registered in the
Land Office as KOWLOON INLAND LOT
No. 49 Together with all erections and
buildings (if any) thereon. The said pre-
mises are held for 75 years granted by a Crown
Lease dated the 28th day of February,
1877. Subject to the payment of the Annual
Crown Rent of \$22.95 and to the ob-
servance and performance of the Lessee's
covenants and conditions in the said Crown
Lease reserved and contained.2. All that piece or parcel of ground
situate at Kowloon aforesaid, containing an
area of 10,000 square feet or thereabouts
and registered in the Land Office as KOW-
LOON INLAND LOT No. 60 Together
with all erections and buildings (if any)
thereon. The said premises are held for
the term of 75 years granted by a Crown
Lease dated the 28th day of February,
1877. Subject to the payment of the Annual
Crown Rent of \$22.95 and to the ob-
servance and performance of the Lessee's
covenants and conditions in the said Crown
Lease reserved and contained.3. All that piece or parcel of ground
situate at Kowloon aforesaid, containing an
area of 10,000 square feet or thereabouts
and registered in the Land Office as KOW-
LOON INLAND LOT No. 80 Together
with all erections and buildings (if any)
thereon. The said premises are held for
the term of 75 years granted by a Crown
Lease dated the 28th day of February,
1877. Subject to the payment of the Annual
Crown Rent of \$22.95 and to the ob-
servance and performance of the Lessee's
covenants and conditions in the said Crown
Lease reserved and contained.For further particulars and conditions of
Sale apply to
Messrs. JOHNSTON, STOKES &
MASTER,
Solicitors for the Mortgagee,
8, Des Voeux Road Central;
or to
Mr. GEO. F. LAMBERT,
The Auctioneer,
No. 3, Duddell Street.

Hongkong, February 6, 1907.

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Departures
of each English and French
Mail Steamship.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)The best paper for posting to friends at
home.217 per Annum (including Postage),
CHINA MAIL OFFICE,
5, WYNDHAM STREET, HONGKONG.PREACHING THE GOSPEL
IN
JAPAN AND TIBET.

By Prof. E. H. PARKES.

On sale at the "CHINA MAIL" Office,
5, Wyndham Street.

Price... \$1.00

A RAMBLE THROUGH SOUTHERN
FORMOSA:

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life
yet written.Price... 50 Cents.
China Mail Office, 5, Wyndham Street,
Hongkong.

★ YOU SAVED ME ★

★ MANY MISTAKES ★
★ my glasses were broken ★
★ I was unable to see ★
★ I will ★
★ send you ★
★ FREE ★★ A WRITTEN GUARANTEE OF YOUR LIFE ★
★ in a time of trouble, I was enabled by Mr. Allen ★
★ to see the President of the United States in America. Mr. Allen ★
★ the President of the United States in America. Mr. Allen ★

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
TELEGRAPHIC ADDRESS: 'VICTORIA,' Hongkong.
For terms, &c., apply to the MANAGER.

VICTORIA HOTEL,
TELEGRAMS, VICTORIA, SHAMHORN, SHAMHORN, CANTON.
On the British Concession.

MACAO HOTEL,
TELEGRAMS, FARMER, MACAO, MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
CART, AUSTIN, R.M.B., Manager.
Wm. FARMER, Proprietor.

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL,
CABLE ADDRESS 'CHEE' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE, Proprietor and Manager.

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES.
Reprinted from 'The China Mail,'
WITH AN APPENDIX.
To be had at the Office of this Paper,
5, WYNDHAM STREET.
Price 50 Cents.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CEYLON, AFRICA, THIBET, JORDAN AND JAPAN.
Embracing to the Society of the 'MISSION STRATEGIES.'
Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.'
Price 50 Cents.
For Sale The 'CHINA MAIL,' OFFICE, Wyndham Street.

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression; but it is only the continuous repetition of the advertisement like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Mediums for Advertising are

"CHINA MAIL,"

"OVERLAND"

CHINA MAIL,

"HONGKONG WEEKLY."

Read by all Classes in the Colony.

Established over Half-a-Century.

To Let.

TO LET.
TWO FOUR-ROOMED HOUSES, at PRAYA EAST, near East Point.
Apply to JARDINE, MATHESON & CO.
Hongkong, January 3, 1907. 18

TO LET—FURNISHED.
FROM 15th APRIL.
NO. 5, LYEMOON VILLAS, Kowloon, Facing Lyemmoon Pass.
Electric Light and a Telephone.
Apply to 'CHINA MAIL' Office.
Hongkong, January 10, 1907. 72

TO LET.
(EITHER IN WHOLE OR IN PART).
THE 'GROVE,' having 20 Rooms, with detached out-houses and kitchen, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.
Apply to E. M. HAZELAND, 35, Queen's Road Central; or to WING ON, Contractor, 34, D'Almeida Street.
Hongkong, January 10, 1907. 26

TO LET.
A HOUSE in WONG NEI CHONG ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GOVINS on PRAYA EAST.
A HOUSE in OLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE, FLATS in MORETON TERRACE.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, December 11, 1906. 24

TO BE LET—FURNISHED.
FROM the 2nd week in April next.
'IAN MOR,' PEAK ROAD, Six good Rooms, 3 Bath Rooms, Drying and Store Rooms, grass tennis court. Moderate rental to good tenant.
Apply to HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, January 18, 1906. 2417

TO LET—AT THE PEAK.
A SMALL BUNGALOW containing one Large Room, Dressing-room, Bath-room, Kitchen and SERVANTS' QUARTERS. Close to Tram Station.
Apply to '143,' Care of 'CHINA MAIL' Office.
Hongkong, January 4, 1907. 9

TO LET.
THE Premises known as No. 189, WANCHAI ROAD, now occupied by Messrs MACDONALD & Co's Engineering Works. Possession, 1st February, 1907.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, January 4, 1907. 38

TO LET.
NO. 4, THE ALBANY, fully furnished with possession from 1st March next, for 6 months.
'NORMAN COTTAGE,' West, Peak Road, 5 ROOMS, fully furnished, 2 Bath rooms. Possession from 1st December, 1906. Low Rent.
'HARVEYVILLE' GARDEN ROAD, 8 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.
Apply to PERCY SMITH & SETH, Accountants, Auditors, &c., 5, QUEEN'S ROAD CENTRAL.
Hongkong, January 18, 1906. 21

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL.
GREENROCK, GARDEN ROAD, Kowloon, from March 1st. Redecorated, Electric Light, Tennis Court.
Apply to LEIGH & ORANGE, 1, Des Voeux Road.
Hongkong, January 30, 1907. 25

TO LET—(WELL FURNISHED).
BIRNAM BRAE, CONDUIT ROAD.
EIGHT-roomed House—Billiard Room, with full-size Table, 3 Bath-rooms, Drying Room, Store-room and Pantry—Good Tennis Lawn, Electric Light and Bells, and Telephone. For 6 or 9 months, from 1st April.
Apply to 'G. M. B.,' Care of 'CHINA MAIL' Office.
Hongkong January 4, 1907. 39

TO LET.
FULLY FURNISHED—FROM APRIL 15th.
ALTEDENA, BARKER ROAD, the Peak.
Seven Rooms, with ample Bath and Dry Rooms.
Apply to J. S. VAN BUREN, c/o NIPPO YUKEN KAISHA.
Hongkong, January 4, 1907. 30

TO LET.
BUNGALOW (Furnished) at NEW TERRITORY, Kowloon. 4 Rooms, low rental.
BRACONFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
73, WYNDHAM STREET.
15, QUEEN'S ROAD CENTRAL, Top Floor (over Goldbeck, Macgregor & Co.).
17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor (over Acheson & Co.).
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
No. 4, CONDUIT ROAD.
GLENWOOD, CAIRNS ROAD, suitable for a Boarding House or Club.
'BANKOUR' PEAK.
TO LET or FOR SALE.
New House on MOUNT KELLET, 5 ROOMS, on Rural Building Lot No. 117.
Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, January 6, 1907. 1716

TO LET.
NOS. 8, 10, 12, 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5, SUN WAI LANE.
Apply to ARBATTON V. AP'AR & CO., 45, Wyndham Street.
Hongkong, October 24, 1906. 27

TO LET.
A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, August 1, 1906. 20

TO LET—FURNISHED.
'LEWENOR,' No. 116, PEAK, April 1 to end September.
Apply to M. W. SLADE, Princes Buildings.
Hongkong, January 18, 1907. 183

TO LET.
NO. 1, WEST END TERRACE, SHAMHORN, CANTON.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, December 10, 1906. 19

TO LET.
FURNISHED BEDROOMS TO LET, Complete with Bath-room, Light, etc. Terms, \$20.00 and \$25.00 per month.
Apply to No. 1, QUEEN'S ROAD EAST.
Hongkong, February 1, 1907. 223

TO LET.
'S CHRISTIANITY' WORTH INTRODUCING INTO CHINA.
Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.
Price 50 Cents.

Malarial Dangers

The dangers of this climate are multiplied if your system lacks the vitality of health.
Malaria can find weak spots in your constitution that you know nothing of. The surest preventive is

Hall's Coca Wine

This splendid English restorative tones up the whole system, giving vigor and vitality to every part. It enriches the blood and provides a strengthening food. It brings the flux of health to the cheeks of the anaemic and the convalescent, and enables you to resist disease.
Hall's Coca Wine contains quinine and is sold in large and small bottles. Look for the red key-mark trade-mark.
Apply to HARRY WICKING & CO., 31, George's Buildings, Hongkong, November 3, 1906. 22

TO LET.
FROM 1st DECEMBER, 1906.
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JAPAN AND AMERICA.

Domination of the Pacific.

The question of possible war with Japan at some future date continues to exercise the mind of a section of the public in America. Thus, the *New York Herald*, in a leader dealing with the subject, says:—

"It would be futile, might even be dangerous, to push this opinion, which is steadily gaining ground in Europe, that the next great war will be fought by the United States and Japan for mastery in the Pacific. One may admit, without laying oneself open to the charge of being an alarmist, that plausible reasons for such an opinion are not lacking; the strongest being found in the rubleless Imperialist trend of Japan's general policy. The political domination of Asia, its commercial and industrial development, such is plainly and unmistakably the goal of Japanese ambition. To render possible the realization of that ambition two wars have been fought and won by Japan."

"The first, with China, brought Formosa within the sphere of her control; the second, with Russia, established her at Sakhalin and Korea. The Philippine Islands would effectively round off the series of outposts in Pacific which Japan considers necessary for her security and the untrammeled development of her policy, and there is no reason to suppose that a third war, this time with the United States, though it they would acquire the islands and make sure their supremacy in the Far East. The Philippines, in fact, make the United States an Asiatic Power and bring us into direct political rivalry with Japan. To prevent that rivalry from engendering the war which European observers believe to be inevitable only once seems open for us. We must build and maintain a big navy. For every warship that Japan adds to her naval forces we must add two, and the work on the Panama canal must be pushed forward with the utmost possible rapidity in order that the entire American navy may be concentrated in the Pacific at short notice should such a measure become necessary."

"This is a policy of precaution, not of provocation. The careful housewife's maxim, 'A stitch in time saves nine,' is capable of application to national affairs. It is cheaper and wiser to build a navy that will prevent a war than to build one after the war has broken out. We have no hostile feelings in connection with Japan; on the contrary, there is not the shadow of a chance that the United States will ever do anything to provoke an armed conflict with her. But if it takes two to make a quarrel one is sufficient to break the peace. The United States can answer only for its own intentions, not for those of other Powers. For this reason it should be well armed, as the capability of a nation to overcome any assailant is its best safeguard against aggression. Be strong if you would be respected. If we possess a navy sufficiently powerful to defend the Philippines and protect our Pacific coast in the event of a war with Japan we may rest assured that Japan will never try to force war upon us, for the Japanese have shown themselves to be a sensible, prudent people. Let us do the same."

TO LET.
FROM 1st DECEMBER, 1906.
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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, February 7th, 1907
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef, whole and prime cut—Mel Lung Pa ... lb 27
" Corned—Ham Ngan Yau ... 20
" Rosat—Shiu ... 20
" Breast—Nagu Lam ... 15
" Soup—Tong Yau ... 15
" Steak—Ngan Yau Pa ... 20
" Cutton Ngan Lau Shiu ... 30
" Sausages—Ngan Chong ... 15
" Bullock's Brain—Siu ... per set 10
" Tongue fresh—Ngan Li ... each 50
" Corned—Ham Ngan Li ... 55
" Head—Ngan Tau ... 80
" Heart—Ngan Sam ... 12
" Hump, Salt—Ngan Kin ... 20
" Feet—Ngan Kerk ... each 7
" Kidneys—Ngan Yiu ... 10
" Tail—Ngan Mei ... 17
" Liver—Ngan Con ... lb 12
" Tripe (undressed)—Ngan To ... 7

Calves' Head & Feet—Ngan-chai-tau-kak, set 1.00
Mutton Chop—Young Fat Kwat ... lb 24
" Leg—Young Fat ... 24
" Shoulder—Young Shau ... 20
" Pig Chitings—Chi chong ... 24
" Brains—Chi Know ... per set 2
" Feet—Chi Kerk ... 12
" Fry—Chi Chak ... 12
" Head—Chi Tau ... 12
" Heart—Chi Sam ... each 9
" Kidneys—Chi Yiu ... 8
" Liver—Chi Con ... lb 23
" Pork Chop—Chi Pui Kwat ... 21
" Corned—Ham Chu Yau ... 22
" Leg—Chu Pei ... 22
" Fat or Lard—Chu Yau ... 16
" Sheep's Head and Feet—Young Tau Kerk set 60
" Heart—Young Sam ... each 6
" Kidneys—Young Yiu ... lb 24
" Liver—Young Con ... 10
" Sucking Pig, To Order—Chu Chai ... 18
" Suet, Beef—Sang Ngan Yau ... 18
" Mutton—Sang Young Yau ... 20
" Veal—Ngan Chai Yau ... 20
" Sausages—Ngan Chai Cheong ... 20

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OUR ROYAL VISITORS.

THE DUKE HARD AT WORK.

Again to day His Royal Highness the Duke of Connaught was very busy carrying out his military duties. After an early breakfast at Government House His Royal Highness, accompanied by His Excellency the Governor, Major General Sir G. Broadwood, G.O.C., Major General Sir John Maxwell, Captain Coleman, A.D.C. and several military officers left for the Peak by a special train at 9 o'clock. The train-car and the train station were very nicely decorated, and the car was specially reserved for the Royal party.

On arrival at the Peak the Duke and party made a tour of the military quarters, the hospitals and military works, and then proceeded to Belcher's fort.

After inspecting the fort they were met by a military band at one of the West Point wharves and proceeded to Stonecutters' Island where all the fortifications were inspected.

Stonecutters was left about noon and the party were next conveyed to the mainland where His Excellency the Governor conducted the Duke and party along a portion of the Kowloon-Canton railway line to the mouth of the Kowloon Tunnel.

The Duke displayed the greatest interest in the railway work and, of course, could not have been in better hands for seeing it and having the undertaking explained to him than those of Sir Matthew Nathan, who has at all times taken such great interest in the work.

About an hour was spent in the visit to the railway works and then the party embarked again and started for the Lyceum fairs. Tiffin was served on the way, on the launch, so that no time should be lost, and the forts at the entrance to the harbour were subjected to a very thorough inspection.

Many residents have expressed wonder that a review of the troops was not held during the Duke of Connaught's visit, but we are informed that such is not the intention. Reviews, it is explained, are more or less for show purposes and at present the Duke, as Inspector General of the Forces, is inspecting the men in their respective places in fortifications and elsewhere and is seeing them at work, as they would be in war time.

The tour is necessarily somewhat of a flying one, but very little is being missed and the Duke is a keen observer. His Royal Highness during the inspections wears his uniform as Inspector General of the Forces, which is of the all pervading khaki.

The Duchess of Connaught and Princess Patricia again spent a very quiet day going about the city and making more purchases. The Duke's military inspection kept him occupied until well on in the afternoon and during the day the Duchess and Princess Patricia went along Bowen Road in chairs and afterwards visited the Peak to see the sights. While on the heights this afternoon they took tea with Lady Pigott at Mountain Lodge.

To-night the Royal party will dine with His Excellency the General at Headquarters House.

Dinner will have to be concluded early, as about 9 o'clock the party is to embark on the "Hornum" for Canton. The harbour will be brilliantly illuminated by the different ships at the time of departure and should present a very pretty scene. The Royal party for Canton include:—The Duke and Duchess of Connaught, Princess Patricia, Hon. Captain Ponsonby, A.D.C. to the Duke, Major General Sir John Maxwell, Captain Coleman, A.D.C. to His Excellency the Governor, and Miss Pelly. Canton should be reached about day-light and the party will then make a tour of the native city and take tiffin at Oon Yuen Hill. This only invitation accepted by Canton is that from the Consul General, Mr. Mansfield, and the Royal party will dine with the consul on a specially decorated flower boat.

Dinner on the "King Alfred."

The Duke and Duchess of Connaught and Princess Patricia spent a very pleasant time last evening on board the flagship "King Alfred," as the guests of Vice Admiral Sir Arthur Moore. The Royal party was escorted by a guard of honour from Government House to Blake Pier and there boarded the Admiral's launch and were taken out to the ship.

On arrival they were received by the Admiral and his staff, and at about half past seven o'clock the ship was illuminated with electric lights. Her hull, funnels, and masts were picked out with the electric bulbs and from the shore especially she presented a very attractive appearance. The ship's band was stationed on the Quarter-deck and played appropriate selections during dinner, including the "Roast Beef of Old England."

Covers were laid for twenty, those present being:—Their Royal Highnesses the Duke and Duchess, Princess Patricia, Miss Pelly (Lady in waiting), Vice Admiral Sir Arthur Moore, Admiral Tamari, Captain Tomami, Major General Sir John Maxwell, Captain Ponsonby, Commodore and Mrs. Williams, Captain Vaughan Lee, Deputy Inspector General Gimblett and Mrs. Gimblett, Captain de Horsey (H.M.S. "Kent"), Captain Thurbury, Captain Tuck, Captain Fournier, and Flag Lieutenant Smyth Osborne.

After dinner the toast of "The King" and the "Royal Family" were amongst those honoured but there was speech making, the toasts being drunk to mutual honours.

During the evening a variety entertainment by the best of the talent amongst the Fleet was given on the quarter deck and was very greatly enjoyed, the Duke paying the promoters the compliment of saying

that it was the best variety entertainment at which he had ever been present. The function was purely informal and was consequently all the more enjoyable.

The programme consisted of ten items amongst which were:—Song "The English Girl," Rev. Longridge, R.N., Recitation, Stoker Clarke; Homage; Conjuror exhibition, "The Five Kings," Stoker Evans; Illuminated Club singing, Instructor Gear; Entertainment, Professor and Mrs. Zig Zag; Song "Farmer Giles," Oon song, A. B. Legate; Song, Sub. Lieut. Hunt; and a song by Stoker Greenor. The entertainment by "Professor and Mrs. Zig Zag" was especially clever and a good imitation of the famous Mr. and Mrs. Zandig. The contributor of "Farmer Giles" also did especially well, and was vigorously applauded by the Royal party. The entertainment lasted until about 11 o'clock and the Royal party left about half an hour later.

CORRESPONDENCE.

DISCRETION AND THE LACK OF IT.

(To the Editor of the CHINA MAIL.)

Sir,—Under the above heading in your contemporary, the *Hongkong Telegraph*, "Anti-Bumptiousness" has rightly brought to the notice of the public the want of consideration and, in some cases, actual insult with which our Chinese citizens of the respectable class are treated at official ceremonies. In the case he complained of, "the individual in uniform" who singled out the Chinese ladies for public recognition, might be one of the inferior uneducated sort, and so, it may be said, a little rating by his superior when informed of his conduct would probably bring him round to his senses. But has his superior better sense than he? One of the few of our most prominent Chinese citizens, who was on the General Reception Committee, was standing together with his colleagues at Blake Pier waiting for the Royal party to land. He had been standing there for some time, when a smart young officer strutted up to him and demanded to know whether he had a ticket. Of course he had a ticket. Young authority ought to have sense enough to know that without a ticket he could not have been standing where he was, or if he was not one of the Committee he would not have been in the leading group. The whole way from the Clock Tower and around the enclosure at Blake Pier was lined with Police who could not have allowed Chinese to pass into the enclosure without tickets. Was that officer not one of those who made the arrangements? "Anti-Bumptiousness" commented to the attention of those "dressed with a little authority" the desirability of studying discretion, besides law and the drill-book. To his his shoe he added common sense. I may here point out that many of the Chinese entertaining Committee at the Kowloon Theatre were very roughly treated. About two p.m. on the memorable day, they arrived at the Western Markets, Queen's Road Central, on their way to the Theatre, but were stopped and turned out of their rickshaws by both European and Sikh constables. During the day the Duchess and Princess Patricia went along Bowen Road in chairs and afterwards visited the Peak to see the sights. While on the heights this afternoon they took tea with Lady Pigott at Mountain Lodge.

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COMMON-SENSE: HONGKONG, February 8.

SPORTING.

League Cricket.

Considerable interest is being taken in to-morrow's matches in the League competition. Kowloon and the Police meet at Kowloon and, luck being equal, Kowloon should win, though it is hardly likely the match will be an easy one. Civil Service and Oraigengover will try conclusions at Happy Valley and here a close match is anticipated.

The Civil Service team were lucky to beat Oraigengover in the match last November and there are many who look forward to Oraigengover reversing the result of that match.

The third match is between the Royal Garrison Artillery and the Royal Engineers. The following will play for:—Oraigengover:—L. E. Lammert (Capt), B. Bass, A. O. Brown, M. E. Asger, J. D. Kinnaird, L. A. Rose, E. Irving, R. Ponsonby, G. Evans, R. B. Cooper, and S. E. Green, Reserve:—O. H. Lyson.

Civil Service:—H. T. Jackman (Capt), Hon. Dr. J. M. Atkinson, F. Bide, E. B. Reed, H. R. Phillips, L. E. Brett, G. A. Woodcock, L. Bolton, A. R. F. Raven, A. J. Jordan, and P. R. Adams, Reserve, E. W. Dawson, Umpire, Mr. W. H. E. Smith.

HONGKONG CRICKET CLUB. There will be a pick-up match to-morrow, at 1.45 p.m. between Mr. Woodward and Mr. Ponsonby's teams.

Football.

A RUDDY GAME.

The following have been selected to play for the Hongkong Club in the Rugby Match against the United Services on Saturday; kick-off 4.30. The Club will play in colours: Black, B. Johnson; Three-quarter, Wistart, O. M. Freshair, Claxton; and another: Balra, T. E. Pearce and L. J. Blackburn; forwards, H. G. C. Bailey, W. J. Daniel, H. M. Kandal, A. Gange, R. G. Moore, F. O. Hall, H. F. Chard and Macfarlane.

SPRAINS.

A sprain may be cured very quickly by applying Chamberlain's Pain Balm to the injured parts every hour, and rubbing vigorously at each application. If the rubbing causes too much pain, apply the Pain Balm without rubbing. It should be applied as soon as possible after the injury is received and before the parts become inflamed and swollen. For sale by all chemists and druggists.

FIGHTING IN KWANGSI.

A Raid on the Ins.

(From Our Correspondent.)

CANTON, Feb. 7. There has been some quarrel between some Chinese in Kwangsi, and the Ins. of that Province, owing to some difference of opinion over trade transactions, and one Ng Kwok In gathered together a large contingent of Chinese followers, entered the Ins. country, and tried to coerce them into submission. He found, however, that this was not so easily done as anticipated, and he was driven back out of the district owned by the hardy mountaineers, with considerable loss of life.

When he was beaten, of course the local Chinese magistrate turned upon him, and severely blamed him for his foolhardy attempt. What sanction this official had previously given to the Ins. of the Ins. was not clear, but at any rate there was little sympathy shown him when he failed. It is well known that these Ins. inhabit the mountains and valleys in the Province of Kwangsi, and the Chinese have never been able to coerce them into submission. They have their own way of doing things, but when they are left alone they are a harmless people, and carry on a considerable peaceful trade with Chinese merchants in commodities which they are able to produce and which find a ready market among the people of the plains. They grow a special kind of tea. They bring down a large quantity of timber. They also produce large quantities of bamboo shoots, of which the Chinese are fond as food. Then they also do a large trade in a medicine called the Yunnan root, a fragrant root which can only be grown under the darkest shades of the densest forests. In this way they trade with the Chinese, and get from the Chinese what they need, such as salt and other luxuries. There need not have been this foolish invasion, and the aggressors are the sufferers.

CANTON-HANKOW RAILWAY.

The Charges of Bribery.

(From Our Correspondent.)

CANTON, Feb. 7. The unguarded statements made by Lau Tze Leung, in a special and assumed secret meeting of the shareholders of the Canton-Hankow Railway, or at least some of them, at the Kwang Tse hospital in Canton, which found their way into the native press, are still causing the officials, and also the editors of the Canton newspapers, some disturbance of mind. As we have before pointed out, statements were made to the effect that many of the most important officials had been guilty of taking bribes from the Directors of the railway that the audit called for might, we presume, be less severe.

At any rate statements to this effect appeared in the native press. Naturally, whether true or false, these remarks when appearing in the newspapers would not be very palatable to the officials concerned. The matter is not settled yet. Lau was arrested, and held in durance vile. Though some respectable Canton gentlemen offered to go bail for him whilst the matter was being sifted out, the officials would not listen to the proposal. They are reported to have said that, unless he could produce the actual witnesses, who saw bribes handed over to the officials—probably a difficult matter in any case—he will have to stay where he is.

Meanwhile it is reported that the Viceroy has again notified all the editors, who published the obnoxious paragraphs, that in all probability they will have their offices closed, in order to teach them and others who elect to run newspapers, manners in the future. Of course the mandarin will not dare to do anything of the kind, for the day's past when such an act can be done even by the most autocratic official. The Seventy Two-Hong in Canton, have had sundry proclamations published by them to indicate that they have had no part in these charges. All this indicates how not to go about a big undertaking but seems to show that even yet the Chinese have a good deal to learn, both officials and representative citizens, in order to enjoy mutual confidence, and also to get a big enterprise past through without friction.

THE HUNTED LOVERS.

General Ouchakoff Forgives His Runaway Wife.

A few days ago we published an interview with Madam Ouchakoff in Melbourne. The following is culled from a London paper:—Whatever may have been the case while General Ouchakoff was hunting his wife and her lover, Captain Esipoff, the general can no longer be described as a bloodthirsty monster, and it is hard to believe now that he chased his wife and the captain through the British Isles and over two continents in the hope of catching them and putting them to death. Since September, when, as our readers will recall, Mrs. Ouchakoff and the captain secretly left a port in the British Isles for an unknown destination, nothing has been heard of the hunted lovers. This week, however, Mrs. Ouchakoff's uncle received a telegram from Melbourne stating that the lovers were there, and in strained circumstances.

Money for their relief was immediately called to the Russian Consulate at Melbourne. Mrs. Ouchakoff's flight, the general told our St. Petersburg correspondent, was no common, but the tragedy of a woman with a diseased mind. His only feeling was that of the greatest compassion for the sick woman, and he would gladly welcome her back for her children's sake. She will be cared for meanwhile through the agency of her mother, with whom the children are temporarily staying, and with whom the general entertains the best relations.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, Feb. 1.

Once more the question of employees setting up in the same line of business as their former employers has occupied the attention of the British Court. Some time back the Robinson Piano Co. took out an injunction against Mr. W. J. Garcia, a former employee, forbidding him to tune and mend pianos. Subsequently they found the order was being set at naught and on remonstrance received the reply from Mr. Garcia that if he were to discontinue following his employment it would mean starvation for himself, wife and children. Thereupon, the Piano Company brought Mr. Garcia into Court. The case has not yet been decided but as his Lordship remarked it does not seem right that a man should be brought out to Shanghai on an agreement which all we plaintiffs to dismiss him at his expiration and then take away from him any possible chance of earning a livelihood. The Judge suggested that his passage should be paid home and that the plaintiffs said they always had been willing to do, but the defendant never approached them in any way. In the meantime they asked that the injunction might be upheld as it would have a serious effect on their other many employees at the outposts who would simply resign when they liked and they agreed to cable home and ask Mr. Robinson if he would pay Mr. Garcia's passage home if they were unable to find a position for him at one of their establishments in the outposts.

After all motorists are not to command the roads of Shanghai and to career about in a fearful ignorance of the elementary rules of steering their cars. The Municipal Council have issued amended license conditions which impose that chauffeurs, whether foreigner or Chinese, must pass an examination by a Board to be appointed by the Council. It is a regulation which will be devoutly welcomed and members of the Committee of the Automobile Club of China have agreed to serve in relation on the Board. Also it is to be insisted that the number of the license is to be plainly fastened to the back of the vehicle and two lamps are to be used between sunset and sunrise—white in front with a red light so that the number may be plainly discernible. It is certainly a time something was done to check the contemptuous and careless ignorance of some young idlers who think it very fine to set going a wonderful mechanism which they have never studied and then whirl along in a car which they turn into a perfect juggernaut.

Another little notification in the Municipal Minutes is also worthy of notice. Up to the present badges have been issued to representatives of Fire Insurance Companies which were supposed to enable them to pass the fire line on the occasion of an outbreak. However, in order to maintain order the influence of these badges could not always be recognised and in view of this fact it has been decided to withdraw them and no-one with the owners of the property on fire will be allowed to approach the burning buildings. The latter will be able to pass through on application to the Inspector on duty.

The affairs of the day are in keeping with the weather, and death, tragedy, stagnation of trade, rain, sleet and snow are hardly records to happiness. Once again the records of Hongkong have been sadly soiled with the tale of suicide, and what is more pitiable to think on than the wretched destruction of one's own life, that precious gift we value so lightly and which some dare to throw away. I am afraid I am going to morale, and indeed I feel just in that mood when as a youngster at school I was told to write an essay and was given some such theme as grief or sympathy. Later reflection inclines me to the belief that such tasks encourage children to exaggerate more than anything else and certainly it does—even as I am doing now—take one right away from the original subject. An inquiry was held on Saturday on the body of Allen Smith Melrose, second officer of the s.s. "Maori King." The deceased committed suicide in a morbidly dramatic fashion. It must first be stated that he was under the influence of alcohol and whenever he was in this state, his mental equilibrium immediately became much disturbed and he would talk of suicide as "flippantly as many a man does without any serious intent." However, on this particularly day the idea seems to have rooted itself too strongly, returning home to the boarding house where he resided, after some tiffin and more drink he was persuaded to rent for a short time on a bed. In the next room four of his friends sat idly enough when suddenly Melrose appeared and without any utterance of import, the wretched man put a revolver to his right temple and fired. Death was instantaneous and thus ended another eager sacrifice while under the influence of drink.

The length of my last letter made me fear I was trifling with your patience and that is my excuse for not mentioning a case which promises to have much interest to shippers not only in Shanghai but the world over. Messrs. Frazer and Co. brought a claim against the Boston s.s. Co. for the loss of 4,900 on account of a shortage of 3,523 bags of flour out of a shipment of 100,000 bags. Elbertus such losses have been passed by almost unnoticed and indeed regarded as inevitable, but yearly the quantity lost on a shipment has steadily increased until it has become a very serious item to reckon with in these days of comparatively

small profits. Accordingly the case was brought into the American Court but the verdict one way or another will be so momentous to merchants and shippers that Judge Willey has asked the Counsel to file briefs of their arguments on the facts and law in the same manner which would be followed at the Supreme Court in Washington. This is being prepared, and up till the present nothing more has been done than to listen to evidence dealing with the inferior quality of the bags holding the flour and the manner of loading the cargo. Many prominent men connected with wharves and godowns adhere to the fact that the quality of the bags have much deteriorated whereas witnesses for the defendants assert that proper care is not taken when loading the cargo, but all these things remain to be thrashed out in Court and the result of the Judge's decision will be eagerly waited for.

SOCIAL AND PERSONAL.

Sir E. Satow (formerly British Minister in Peking) has been nominated a member of the Permanent International Court of Arbitration at The Hague, as one of two representatives of Great Britain.

It may be of interest to mention that the Chinese reformer Kang Yu wei, who figured so prominently in the Reform Edicts in Peking in 1898, is at present engaged in banking in Mexico. The bank has relations mainly with China and the United States, and the profits are devoted to running the reform publications in Japan, and to otherwise advance the movement in China.

Mr. W. Rees Davies, King's Advocate in Cyprus, whose appointment to be Attorney-General of Hongkong, in succession to Sir Henry Berkeley, has been announced, was called to the Bar in 1887, and practised on the South Wales Circuit. He was M.P. for Pembrokehire in the Liberal interest from 1892 to 1898, and was Parliamentary private secretary to Sir William Harcourt during that time. In 1898 he was appointed Attorney-General of the Bahamas Islands, and was transferred to Cyprus in 1902.

Prince Fushimi, a member of the Imperial house of Japan, will shortly proceed to England as the English ambassador to the Emperor, in order to return the visit made by Prince Arthur of Connaught last winter in charge of the Garter Mission. Prince Fushimi and his suite have expressed a desire to travel under the British flag, especially having regard to the nature of their mission, and they will, therefore, embark on the P. and O. company's steamship "Devank" at Yokohama in February, reaching Marseilles on March 23.

Major Sir Matthew Nathan, K.C.M.G., Governor of Hong Kong, who is gazetted Lieutenant Colonel "for distinguished service of an exceptional nature other than in the field," is the most distinguished of a quartette of Jewish brothers who have gained many honours, says the *L. and O. Express*. Sir Nathaniel Nathan has been Judge of the Supreme Court of Trinidad and Tobago, and was knighted in 1903; Colonel Nathan, R.A., Superintendent of the Royal Gunpowder Factory, Waltham Abbey, was knighted only recently; and Mr. Robert Nathan has been in the Indian Civil Service, private secretary to the Viceroy, and has also held an appointment in the Home Office. Sir Matthew, who served in the Nile and Luabai expeditions, was made a K.C.M.G. in 1902, and is the first Jewish Colonial Governor.

Major-General Thomas Perrott, O.B., who has been selected to succeed Major-General Inigo E. Jones, C.V.O., O.B., in command of the troops in the Straits Settlements, is a distinguished officer of the Royal Artillery. It is a little over 38 years since he donned the uniform of a gunner, and in the interim he has a hard-working career as a regimental and staff officer. He is recognised as one of the foremost artillerymen in the army, and has the advantage of seeing the practical as well the theoretical side of his profession. He commanded the siege train of the Artillery in the Boer War, was present at the actions of Paardeberg, Poplar Grove, Driefontein, and Pretoria, and various affairs in the Transvaal and Cape Colony down to the end of July, 1900 (mentioned in despatches, O.B.). Queen's medal with four clasps. From the Cape, he went to China, in the latter end of 1900, in command of a siege train, and saw further service in suppression of the Boxers (medal). He has latterly held some important coast defence commands.

GENERAL BOOTE'S TOUR.

"General" Booth has decided on a world tour, at the close of which he will have entered his eightieth year. The tour is announced as the last of the kind which the "General" will make. Leaving London about the middle of February, accompanied by Commissioner Nicol and several other officers, he will proceed first to New York. Embarking at Seattle on April 2, he will land in Japan in the last week of that month; his itinerary in the Land of the Rising Sun including Yokohama, Nagasaki, Kobe, and Tokyo. In Japan, where a month will be spent, "General" Booth is already assured of an official welcome. The remaining portion of the tour has still to be mapped out, but it has been decided that he will return to his native land via the Straits Settlements.

The Onard Company state that they will not immediately follow the example of the White Star in sending fast American liners to Southampton, but the directors have concluded that sooner or later they will have to take advantage of the indisputable advantages which southern ports possess in catering for the Continental first-class passenger traffic.

BY WHARF AND WAVE.

The N. D. L.

On February 20th, the Norddeutscher Lloyd in Bremen may look back upon a history extending over a period of fifty years. The development of the steamship company is most intimately connected with the expansion of trade over all the quarters of the globe, with the achievements of German industry, and with the progress of technique in regard to engineering and shipbuilding, which in the course of the last fifty years has transformed the entire steamship traffic of the world, uniting the five continents to one composite whole in which the continuous exchange of raw materials and industrial products as well as the travelling hither and thither of large masses of people, have become fundamental conditions of life.

From small beginnings—a service between Bremen and England carried on with three steamers, and the Bremen-New York line—the Norddeutscher Lloyd has succeeded in developing up to the present in a steady succession 16 transatlantic regular main lines and 20 branch lines acting as feeders to the main lines. To-day the flag of the Norddeutscher Lloyd flies from 184 steamers. The shipbuilding industry has received orders from the Norddeutscher Lloyd to the value of 417 million marks. Six and a-half million passengers have helped to establish the position of the Norddeutscher Lloyd in the passenger service, more than half a million passengers having been conveyed in 1906 alone. More than 23 million marks are paid every year to the coal mines; over 14 million marks are expended on provisions for the steamers; more than 2,000 agencies all over the world fly the flag of the Lloyd—proud, indeed, are the figures enumerated here.

In the history of the Norddeutscher Lloyd three different epochs are to be distinguished. During the first twenty years the development of the American service stands in the foreground. In the first decade it is carried on in spite of adverse circumstances, the Company fighting a veritable battle for its existence with all that energy which has characterised the management of the Lloyd from the very beginning. In the second decade it is established more firmly owing to the unification of the German nation, and Central and South America are drawn into the sphere of operations.

The second epoch, under the direction of J. G. Lohmann, extends from 1877 to the death of Lohmann in 1892.

In this period falls the foundation of the express steamship service to New York and the construction of a fleet of express steamers which was quite unique in its kind and placed the Norddeutscher Lloyd at the head of the passenger service to New York. In 1886, under the management of Director Lohmann, the Far East is for the first time drawn into the sphere of action of the Lloyd by the inauguration of the Imperial Mail steamship lines to East Asia and Australia.

The third great epoch is that of the present time. It dates from the taking over of the management by the Director-General Dr. Wiseman, in 1892, and has been attended by extraordinary success. In this period takes place the thorough reorganisation of the fleet of the Lloyd on entirely new principles, which have become typical for modern navigation. From 210,000 tons at the time of the death of Director Lohmann, the tonnage of the Norddeutscher Lloyd's fleet has increased to upwards of 700,000 tons. The types of tropical steamers like the "Prinz Heinrich" and the "Prinz Regent Luitpold," or the steamers of the "Barbarossa" class, with later improvements as shown by the "Grosser Kurier" (13,000 tons) and the "Washington" (17,000 tons), which latter is building; by the types of the steamers of the so-called "General" class, such as the "Zieten," "Roon," "Gieseler," of the "Prinzen" class, of the modern express liners the "Kaiser Wilhelm II.," the "Grosser Kurfürst," the "Kronprinz Wilhelm," and the "Kaiser Wilhelm der Grosse"—all these types of steamers are the results of the study, as careful as it was successful, of all those conditions which must be regarded to-day as being fundamental for shipbuilding and shipping.

The doubling of the East Asian Imperial Mail service in 1899 conducted to the most remarkable progress in the trade with China. At the same time were placed in service, first on the Australian and then on the East Asian line, the huge steamers of the "Imperial" class, the "Imperial" (13,000 tons) and the "Imperial" (17,000 tons), whose appearance in the East Asian line of this most important highway of traffic to the East.

It will be remembered that the steamers of the "Barbarossa" class and the "Grosser Kurfürst" were the largest ships that ever passed through the Canal, and that the Suez Canal Company requested the Lloyd to let them have the models of these steamers for their special group at the International Exposition in Paris in 1900. The increase in the traffic of the Norddeutscher Lloyd to the East may best be judged from a numerical comparison with former years. The tonnage of steamers of the "East Asian" line of the Lloyd has increased from 50,000 tons in 1887 to 200,000 tons. Whereas the number of sailings has only been doubled, the tonnage has increased to four times its former extent. On the Australian line the gross tonnage has risen from an average of 40,000 tons to 130,000 tons; this is three times as much as before, while the number of sailings has not been increased.

The East Asian Imperial Mail service received a very significant extension by the Indo-Chinese coasting service, which was established in 1900 and comprised all the islands of the Indo-Chinese Sea, the coast of Siam, Burma, and Eastern and Northern China, the Philippines, and the Yangtze-Kiang. Seventeen branch lines of the Norddeutscher Lloyd extend from Singapore and Hongkong northward, from the Bay of Bengal to the North of China. To the Australian Imperial Mail line has been added the new freight steamship service of the Lloyd, via the Sunda Archipelago and the Aru Sea, the line from Japan via Hongkong to Australia, and lastly, the branch line in the Pacific with Simsbarton for a centre. By the establishment of its own inspection at Sydney, Hongkong, and Singapore the Norddeutscher Lloyd has become a resident citizen in the Far East.

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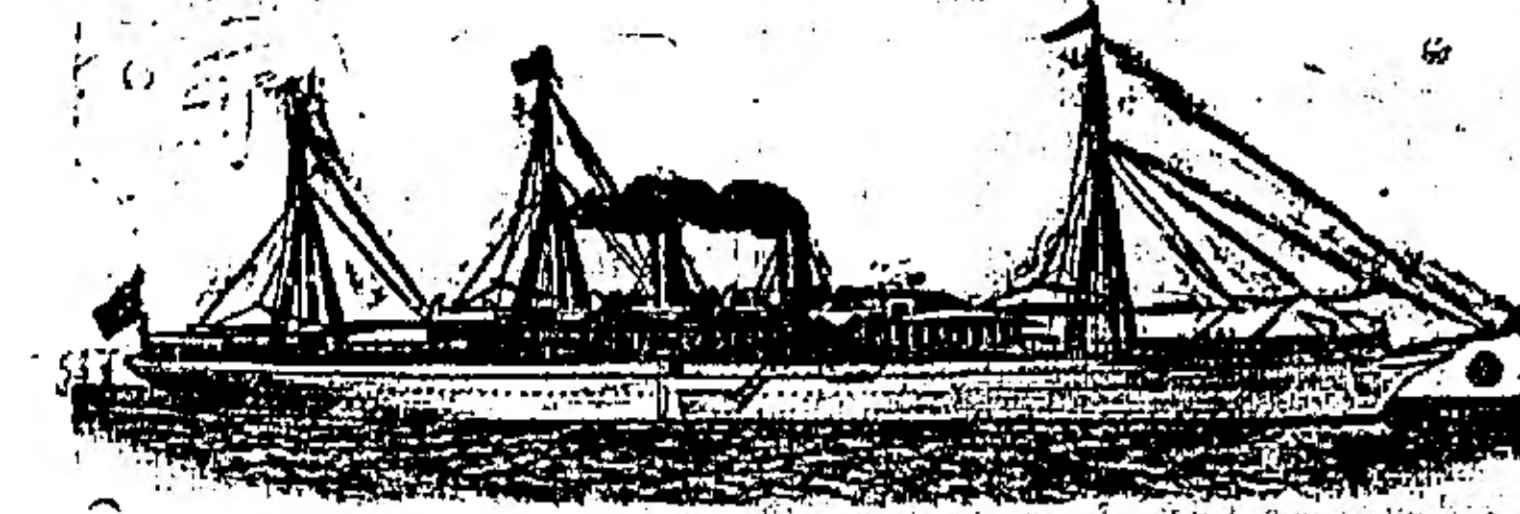
Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, via Suez Ports	DELTA	10th Feb.	See Special Advertisements
MARSEILLES, LONDON	JAVA	About 18th Feb.	Freight and Passengers
AND ANTWERP	Capt. S. BARCHAM	February	Passage
SHANGHAI, MOJI, KOBE, MANILA	AND YOKOHAMA	About 17th Feb.	Freight and Passengers
	Capt. R. JENKINS	February	Passage

E. A. HEWITT, Superintendent

P. & O. S. N. Co.'s Office.

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PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. EMPRESS OF INDIA	6000 Tons	THURSDAY, Feb. 14	March 4
ATHENIAN	5882 Tons	WEDNESDAY, Feb. 20	March 16
MONTEAGLE	6163 Tons	WEDNESDAY, Feb. 27	March 23
EMPEROR OF JAPAN	6000 Tons	THURSDAY, Mar. 14	April 1
TARTAR	4225 Tons	WEDNESDAY, Mar. 27	April 1
EMPEROR OF CHINA	6000 Tons	THURSDAY, April 11	April 23

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's new palatial 'EMPEROR' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 22 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET AND FRANK, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAKATA MARU, Capt. T. Mori, Tons 6161	WEDNESDAY, 20th Feb., at Daylight.
	SADO MARU, Capt. Geo. Anderson, Tons 6227	WEDNESDAY, 6th Mar., at Daylight.
	BINGO MARU, Capt. F.L. Sommer, Tons 6247	WEDNESDAY, 20th Mar., at Daylight.

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE & YOKOHAMA.	TOSA MARU, Capt. K. Kato, Tons 5823	TUESDAY, 19th Feb., at 4 p.m.
	SEINANO MARU, Capt. K. Kawan, Tons 6388	TUESDAY, 5th March, at 4 p.m.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. E.W. Haswell, Tons 5500	FRIDAY, 22nd Feb., at Noon.
	ROMANO MARU, Capt. W. S. Hunter, Tons 5076	FRIDAY, 22nd March, at Noon.

BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	RIJUN MARU, Capt. G.S. Lapraik, Tons 5000	SATURDAY, 9th February, a.m.
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SHANGHAI, MOJI & KOBE	OLIMBO MARU, Capt. K. Honma, Tons 4709	MONDAY, 11th February, a.m.
KOBE AND YOKOHAMA	KAWACHI MARU, Capt. H. Peterson, Tons 6101	SUNDAY, 10th February.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-trip Tickets also issued, between Vancouver and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

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Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Austin	On TUESDAY, 19th February, 1907.
'DAKOTA', Captain E. FRANCHER	On SATURDAY, 30th March, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, etc.

Trans-Pacific Cabin passengers may travel by rail (United States and Canada) between ports of Yokohama, Kobe and Nagasaki without extra charge.

For convenience of coastwise cabin passengers, tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

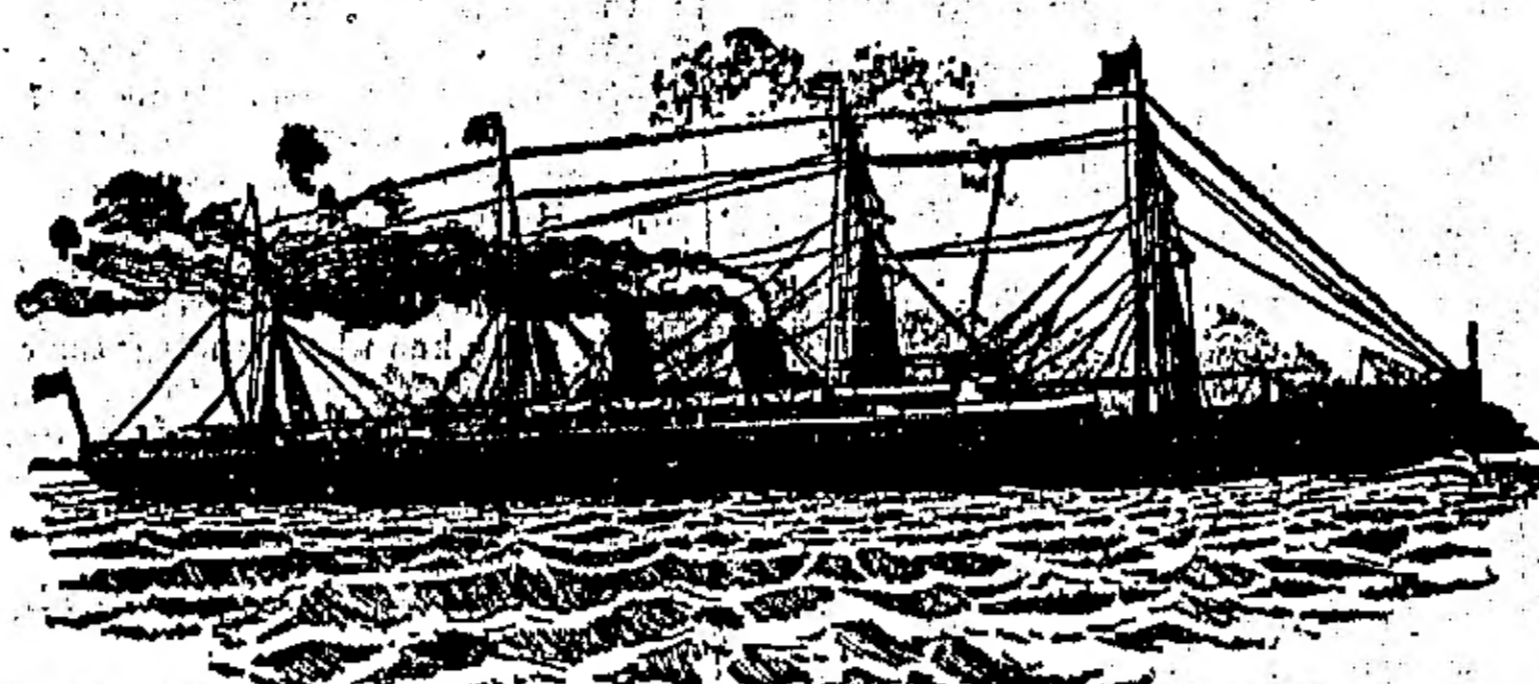
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	SAILING DATES.
DORIO	10 days, 11 hours and 5 minutes. SATURDAY, 16th Feb., at Noon.
COPTIO	10 days, 11 hours and 5 minutes. SATURDAY, 23rd Feb., at Noon.
* HONGKONG MARU	11,000 " TUESDAY, 5th Mar., at Noon.
* KOREA	18,000 " SATURDAY, 16th Mar., at Noon.
* AMERICA MARU	11,000 " TUESDAY, 2nd April, at Noon.
* SIBERIA	18,000 " TUESDAY, 9th April, at Noon.
* CHINA	10,500 " TUESDAY, 16th April, at Noon.
* MONGOLIA	27,000 " SATURDAY, 30th April, at Noon.
* NIPPON MARU	11,000 " SATURDAY, 4th May, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-21st, 1905, 19 days, 19 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 28 minutes.

THE O. & O. Steamship DORIO will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 16th February, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MANILA, KOBE & YOKOHAMA; FOR

STEAMSHIP	Tons	OFFICERS	TO SAIL ON
ARABIA	4483	MITZENHEIM	February 11.
ARAGONIA	5198	EMERY	March 4.
NIJOMEDIA	4570	C. MURPHY	March 18.
SUMATRIA	4571	P. MATHIAS	April 8.

Through Bills of Lading issued to Pacific Coast Ports and all European, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO. LD.

FOR SHANGHAI. YOKOHAMA. Feb. 11, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOROTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	TAIYUAN	Feb. 11, at 4 p.m.
YOKOHAMA AND KOBE	TSINAN	Feb. 12, at 4 p.m.
MANILA	TAMING	Feb. 12, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Passengers Table. A daily coalled Stewards is carried.

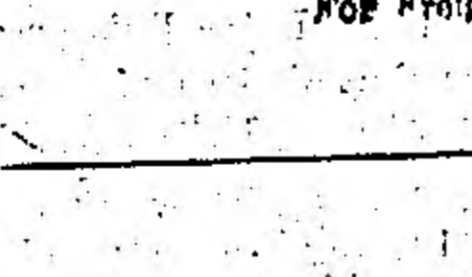
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand, and other Australian Ports.

N.B.—REDUCED SALOON FARES Single and Return to Manila and Australian Ports.

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Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Saturday, Feb. 16, at Noon.
KUBI	2540	R. Almond	Manila	Saturday, Feb. 23, at Noon.

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STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, IORTSAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
ONEISENAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 13th Mar.
* SACHSEN	WEDNESDAY, 27th Mar.
PRINZ LUDWIG	WEDNESDAY, 10th Apr.
PRINZ RECENT LUTFOLD	WEDNESDAY, 24th Apr.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 6th June.
SOHANNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

* Conveying H. H. The King of Siam and carrying second-class Passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship ONEISENAU, Captain Boitz, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 11th February, Cargo and Spices will be received on Board until 5 p.m. on Tuesday, the 12th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards, Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$61.0.0.	\$42.0.0.	\$22.0.0.
RETURN	\$1.0.0.	\$5.0.0.	\$3.0.0.

To Southampton, London, Bremen and Hamburg	1st Class	2nd Class	3rd Class
RETURN	\$65.0.0.	\$44.0.0.	\$24.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	\$64.0.0.	\$44.0.0.	\$24.0.0.
RETURN	\$115.0.0.	\$72.0.0.	\$42.0.0.
To Bremen or Southampton	\$82.0.0.	\$48.0.0.	\$27.0.0.
RETURN	\$123.0.0.	\$83.0.0.	\$49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Calcutta. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHORNE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
PRINZ WALDEMAR	3227 tons. THURSDAY, 28th Feb., 1907.
PRINZ SIGISMUND	3302 tons. THURSDAY, 28th Mar., "
MANILA	1790 tons. SATURDAY, 20th April, "

ON THURSDAY, the 28th day of February, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WOLTERMAN, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To MANILA	1st Class	2nd Class	3rd Class
return	\$50.0.0.	\$30.0.0.	\$20.0.0.
To NEW GUINEA	\$50.0.0.	\$30.0.0.	\$20.0.0.
return	\$18.10.0.	\$14.0.0.	\$9.0.0.
To BRISBANE	\$24.0.0.	\$14.0.0.	\$9.0.0.
return	\$24.0.0.	\$14.0.0.	\$9.0.0.
To SYDNEY	\$24.0.0.	\$14.0.0.	\$9.0.0.
return	\$24.0.0.	\$14.0.0.	\$9.0.0.
To MELBOURNE	\$24.0.0.	\$14.0.0.	\$9.0.0.
return	\$24.0.0.	\$14.0.0.	\$9.0.0.
To YOKOHAMA	\$60.0.0.	\$40.0.0.	\$20.0.0.
return	\$60.0.0.	\$40.0.0.	\$20.0.0.

TO YOKOHAMA & back from KOBE & HONGKONG \$140.00 \$100.00.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

1st Class

To Europe via Australia and America \$270.0.0.

To Europe via Australia and America \$270.0.0.

(from Australia to New York via Vancouver by the C. P. R. Co's steamer and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT	1907.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY,	Feb. 1
Do	PRINZ LUDWIG	WEDNESDAY,	Feb. 2

TRANSFACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

to London via Plymouth or Southampton	...	...	...	...	£82. 0.
to Bremen	...	...	...	...	83. 10.
to Paris via Cherbourg	...	...	...	...	65. 0.
to Naples, Genoa, via Gibraltar	...	...	...	...	0.

Passage money payable in local currency at current rate of Exchange on the day of payment.

Norddeutscher Lloyd.

For further Particulars, apply to

MELOCHERS & CO., Agents.

HONGKONG, January 18, 1907.

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Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW & FOOSHOW.

THE Company's Steamship HAIHING, Captain A. E. HONORS, will be despatched for the above Ports on SATURDAY, the 9th inst., at 8 p.m.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co., General Managers.

Hongkong, February 4, 1907.



FOR

STRAITS, ORILON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, SUEZ, COLOMBO, AMERICA, AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain O. J. DANIEL, carrying His Majesty's Mails, will be despatched for the above Ports on SUNDAY, the 10th February, at 10 a.m., taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the small steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabis, due in London on the 23rd March, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, January 28, 1907.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

Proposed Sailings from Hongkong.

FOR NEW YORK.

STEAMSHIP TO SAIL, 1907.

* BIRK, February 9.

* MUNCASTER CASTLE, March 12.

* LOWTHER CASTLE, March 15.

* This Steamer

THE AMAN'S TROUBLES.

Her Admiring Employers.

Wong Sam was an amah and had two mistresses, Miss Claudia and Miss Elvira. Wong Sam first began service with her mistresses in September last year and up till December all went well. She was being well paid. Miss Claudia gave her \$10 per month and Miss Elvira supplemented that with another \$10. Wong Sam was in clover. But in January the blow fell. Wong Sam fell sick and left her mistresses on the 20th of the month. She said she got leave, but this her mistresses denied, and when Wong Sam called at the end of the month for her wages she was not with a refusal.

Wong Sam knew something of the ways of the westerners; she had lived in the Colony long enough for that, and so she issued a writ against her late mistresses. The case came on in the Summary Court this morning, and His Honour Mr. A. G. Wise interrogated the parties closely, finally asking both defendants, as they had had the services of the amah for most of the month, if they did not feel inclined to give her something.

Both were adamant, however, and would not or could not see the drift of the Puisse Judge's suggestion.

Calling up Wong Sam, the Puisse Judge said: "You have not proved your case. You say you obtained leave of absence, but you have not proved it. I cannot make them give you anything, and I cannot make them give you anything, but I can do nothing for you. Judgment must be for defendants in both cases."

HEELESS, HOPELESS, RACKED WITH PAIN.

CHRONIC RHEUMATISM CURED IN SIAM BY DR. WILLIAMS' PINK PILLS.

FOR 36 years Mr. R. J. Gibbons of Siam held the position of Chief Inspector in the Bangkok Spirit Farm, and during that time he had many strange adventures and experiences. "Often I had to wade through water waist-deep when in pursuit of spirit smugglers," said he when interviewed, "and it was through getting soaking wet in this way that I fell victim to a severe attack of Rheumatism some nine years ago."

The rheumatic pains first appeared in my right elbow. Then they travelled up to the shoulder and down to the leg. My left knee and ankle were attacked, but pains also appeared in my back. In course of time I became quite helpless in every way, and so painful were my joints that I could not bear being placed on anything soft such as a bed; I had to lie on a mat on the hard floor. At one time I was laid up in this way for a month, suffering excruciating pain.

Of course doctors were consulted about my case; I also took my kinds of patent medicines, but all these did but little good. Sometimes I was better and sometimes worse, and this state of things continued for about four years. Then one day I read in the newspaper a case similar to mine having been cured by Dr. Williams' Pink Pills. I decided to give these pills a trial and bought some at once here in Bangkok.

Before I had finished the first bottle I felt much better. Headaches from which I was a frequent sufferer ceased. By the time I had finished the second bottle I could move my arm and legs and could sit up in bed. To make my story short, I went on taking Dr. Williams' Pink Pills until I found myself completely cured, and now I am as strong and hearty as I could wish. I have no objection to what I have said on this subject being made public. These pills are marvellous," said Mr. Gibbons in conclusion, "and I sincerely recommend all sufferers from Rheumatism to try them."

Many people think that Rheumatism is caused by cold and wet. The real cause is a poisonous acid in the blood, cold and damp only aggravating the complaint. It is by driving this poison out of the blood that Dr. Williams' Pink Pills cure it, and in the same way, by purifying the blood at the same time enriching it, they have cured thousands of cases of Liver Disorder, Indigestion, Headaches, Anemia or weak watery blood, Nervousness, Debility, Early Decay, Paralysis, Beri Beri, Malaria, Skin Complaints, Rheumatism, Scrofula and eruptions, and the after-effects of Fevers, Dysentery and Chills.

To ladies they have a special value at the trying times. Sold by most chemists and store-keepers, they are also obtainable direct from the Dr. Williams' Medicine Co. Singapore, six bottles for eight dollars and one bottle for a dollar and half, post free. It may be added that Mr. Gibbons is a very well-known and respected man in Siam. He gave up his position as Chief Inspector some time ago and is now in business for himself in Bangkok.

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To-day's Advertisements

THE ROYAL VISIT.

A COMPLETE ACCOUNT

will appear in the OVERLAND

'CHINA MAIL' issued in

time for the mail on

SATURDAY.

Order and we will post

for you.

THEATRE ROYAL,

CITY HALL.

FOR A SHORT SEASON ONLY

COMMENCING

THURSDAY, February 21st.

THE BANDMANN

COMEDY Co.

22 LONDON ARTISTES 22

Under the personal direction of

MAURICE E. BANDMANN

will present the following latest

London Successes.

THURSDAY, 21st Feb.—Raffles (the Ama-

FRIDAY, 22nd Feb.—The Man from

SATURDAY, 23rd Feb.—Noble (all smiles).

MONDAY, 24th Feb.—His House is Order

TUESDAY, 25th Feb.—Charley's Aunt.

WEDNESDAY, 26th Feb.—Lash Kitchener.

THURSDAY, 27th Feb.—The Three Musketeers.

FRIDAY, 1st Mar.—The Professor's

SATURDAY, 2nd Mar.—The Silver King.

MONDAY, 4th Mar.—The Sign of the

TUESDAY, 5th Mar.—The Admirable Crit-

WEDNESDAY, 6th Mar.—All of a Sudden

THURSDAY, 7th Mar.—The Idler.

FRIDAY, 8th Mar.—East Lynne.

PRICES OF ADMISSION:

£5, £2, 1s.

Plan now open at MOUTRIE & Co., Ltd.

Doors open at 8.30 p.m.

Commence at 9 p.m. Sharp.

Hongkong, February 8, 1907.

THE CHINA FIRE INSURANCE CO.,

LIMITED.

THE THIRTY-EIGHTH ORDINARY

MEETING of Shareholders in the

Company will be held at the Company's

Office, No. 3, Queen's Road Central,

Victoria, on THURSDAY, the 7th March,

1907, at 12 o'clock Noon, for the purpose

of receiving a Statement of Accounts and

the Report of the Directors for the year

ending 31st December, 1906.

THE TRANSFER BOOKS of the Company

will be CLOSED from the 21st inst.

to the 7th March, both days inclusive.

By Order,

GEO. L. TOMLIN,

Secretary.

Hongkong, February 8, 1907.

NAVIGAZIONE GENERALE

ITALIANA.

(FLORENCE & ROTTERDAM UNITED COMPANIES).

STEAM FOR BOMBAY.

Via SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to OCEANO.

Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

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